		se 2009/07/22 : CIA-RDP74B00752	2R000100330081-	1		
7	a A a vua — — (	THE ST CHARLETTE CONTROL CONTROL	e e e e e e e e e e e e e e e e e e e	en and one note that the last of the last		
٠. 🕶	2011/90/0	OLALOFIED MESSAGE	1 1 Ma 0200	ROUTING		
LATE	1900Z 03 MAY 65	SECRET	2	10 25X		
	<b>44</b> -1,	The sent with a common common sense of the common common common section of the common section of the common common section of the common common common section of the common common section of the com	13	111		
Y to distance of the second of	руштарын алары кайуы күнөтү жайын жазуу күнөтүнөн күнөтүүчү такуу күнө күнө күнө күнө күнө күнө күнө күнө		5	13		
70 ;	DIRNSA, OPCEN, SAFSS 544TH RTW OMAHA, 655	S, SAC HQ OMAHA, SSD,	6	115		
१ स्वक्रार	SSO SAN FRANCISCO	MIN MIN	Company of the second s	TO THE RESIDENCE OF THE PROPERTY OF THE PROPER		
achon:			ROUTINE	Bernander marie de mais particular (%). Et la deservició (million de la filma		
1.5145.7 \$148.8 P	NRO Review Completed as Redacted.					
INFO (		en e	A second contraction of the second contracti	The second secon		
	TABLE TARKS OF MILL CO					
	TOR: 1250Z 07 MAY 65	05/2 1-1		IN 85947		
and the car requirements and the	ntan talaun (Versingkringer talis) (tali rengi tali (talis) v. sel, 1 talau talis talis - nel sagrini i terris Nelsonistanjan taristitini "talistitini relitikin yamatan shipi (talish talish talish turi kelishi.		September 1985 - Andrew 1985 - September	A CONTRACTOR OF THE PROPERTY O		
TO		INFO (	ome			
	SECRET THIS IS A BYECOM MESSAGE HANDLE VIA 25X					
	BYEMAN CONTROL CHANN	VELS ONLY SFN PROJECT		25X		
	FOR BCO°S					
		CAPCO DESITACON POD		25X		
	DIRNSA FOR SAFSS PENTAGON FOR					
	SAFSP PENTAGON FOR CAPTAIN USN; SAFSP LOS					
	ANGELES FOR	SSD EL SEGUNDO, CALIFOR	NIA FOR	25X1		
		6594TH ATW FOR		25X		
	LOCKUEED CHMMVVALE	CALTEORNIA		•		
	LOCKHEED, SUNNYVALE, CALIFORNIA					
	SUBJECT: INTERC	CEPT ON	ADDITIONAL	25X		
	DATA CONSISTING OF A "FINE FIT" EPHEMERIS AND DETAILED					
	ANTENNA PATTERN MEASUREMENTS WERE RECEIVED WHICH INFLUENCE					
	THE INTERCEPT INFORMATION GIVEN IN THE FINAL MESSAGE REPORT					
	FOR	DTD 17 MAR 1965.		25 <b>X</b>		
	A. CORRECTED VEHICLE POSITIONS AT THE TIMES OF THE					
	FIRST AND LAST ILLUM	25X				
	GIVEN BELOW. ALSO GIVEN ARE THE LOOK ANGLES TO THE VEHICLE					
	COMPUTED FOR	THEY ARE ESSENTIALLY	THE SAME FO	25X		
	COM GRAN I WIT					
			GROUP 1 EXCLUDED FROM AUT			
		SECRET	MATIC BOWNGRADIG			
	REPONDUCTION BY ATH	ED TUAN THE ISSUING OFFICE IS	e Danusamen - AAA	I ⊼C∠		

PRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. COPY NO.

Approved For Release 2009/07/22: CIA-RDP74B00752R000100330081-1

SAN FRANCISCO SFN (IN 85947) S E C R E T	PAGE=2	25 <b>X</b> 1
	ť .	25 <b>X</b> 1
FIRST ILLUMINATION SECOND ILLUMIN	NATION	25 <b>X</b> 1
VEHICLE POSITION		23/1
ALTITUDE		
AZ IMUTH		
ELEVATION		
SLANT RANGE		
B. ANTENNA PATTERN MEASUREMENTS SUGGEST THAT THE		
RECEIVED SIGNAL WAS EITHER CIRCULARLY OR VERTICALLY POLARI	IZED .	
ANTENNA GAIN FOR THESE POLARIZATIONS IS NEARLY CONSTANT AT	1	25 <b>X</b> 1
GAIN FOR HORIZONTAL POLARIZED WAVES VARIES FROM		
OVER THE SECTOR OF THE PATTERN SUBTENDED DURING TH	łE	25 <b>X</b> 1
INTERCEPT. SINCE THE SIGNAL AMPLITUDE MEASURED BY DURI	ING	25 <b>X</b> 1
EACH MAIN BEAM ILLUMINATION WAS CONSTANT AT		
IT IS CONCLUDED THAT THE RECEIVED	)	25 <b>X</b> 1
SIGNAL WAS EITHER CIRCULARLY OR VERTICALLY POLARIZED. THUS	5,	•
THE SIGNAL LEVEL AT THE VEHICLE WAS		25 <b>X</b> 1
IF IT IS ASSUMED THAT THE SIGNAL WAS NOT EXACTLY VERTICALL		
POLARIZED. GP-1		

END OF MESSAGE